

3 A SMALL
COLLECTION
OF
VALUABLE TRACTS,

Relating to the
HERRING FISHERY;

COMPREHENDING,

John Keymer's celebrated Observations on the
Dutch FISHERIES, in 1601.

The GRAND PENSIONARY *John De Witt's* Sentiments
on the same Subject :

AND

A DISCOURSE shewing the Necessity, and proving the
Practicability, of establishing a *British HERRING FISHERY*,
by Sir Roger L'Estrange.

To which an INTRODUCTION is prefixed.

L O N D O N.

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COLLECTION

VALUABLE FACTS

RELATIVE TO THE



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Stephen Theodore Janssen, Esq;

ALDERMAN of *Bread-Street* Ward,

One of the REPRESENTATIVES of the CITY
of LONDON in PARLIAMENT,

A N D

VICE-PRESIDENT of the Corporation for carrying on
the *British* WHITE HERRING FISHERY,

THIS COLLECTION

Is inscribed.

THE
CITY OF LONDON

TO

ALFRED PHILLIPS JUNIOR, Esq.

ALFRED PHILLIPS JUNIOR, Esq.

of the City of London
of the City of London

AND

of the City of London
of the City of London

THIS COLLECTION

is intended



INTRODUCTION.

AS the Time seems to be now come, that through the indefatigable Endeavours and most laudable Affiduity of certain worthy Patriots and true Friends to their Country, we are at Length put into a Condition of carrying on the HERRING FISHERY, there seems to be no need of an Apology for presenting to the Publick the following curious Pieces, written at different Periods, but all of them many Years ago, in order to shew the Necessity and Importance of such a glorious Undertaking; more especially if we consider, that many of the most material Passages occurring in a Multitude of modern Treatises upon this Head, are in reality borrowed from one or other of these ancient Tracts, or from Authors who had be-

fore borrowed them ; so that it seems to be but a Piece of Justice to bring forth the Originals from amidst the Dust and Rubbish of old Libraries, and exhibit them entire to the Judgment of this penetrating Age.

These Discourses will shew, that for the Space of one hundred and fifty Years, such as have looked closest to the Interests of this Nation, understood them best, and had carefully compared them with those of other Nations, were unanimously of Opinion, that the Undertaking and Prosecuting the **HERRING FISHERY** was a Matter of the utmost Consequence to this State ; and without doubt, when this is attentively considered, it will appear a very strong Argument, that such an Opinion is well established ; for as *Tully* long ago observed, “ Truths founded
 “ in Nature, and deduced from thence by
 “ good Sense, will always survive ; where-
 “ as Notions idly taken up, and vain Spe-
 “ culations, continue but for a Day.” Than which Observation of his there was never a wiser Maxim uttered. When

When it is said that this Point has been insisted upon for a Century and a half, the Reader must observe, that the whole Period is taken in, from the writing Mr. KEYMER's *Observations*, down to our own Time ; during all which Space there have never been wanting Persons of good Sense and good Intentions, who have continually insisted upon this Matter, and have sometimes, not without too much Reason, bitterly reflected on that Carelessness and Coldness with which Admonitions of such high Consequence, and grounded as well upon apparent Experience as undeniable Principles, were regarded by those whose Duty it was to have listened to them at first, and and to have put the People of *Great Britain* long ago in *Possession* of what was incontestably their RIGHT.

It is no less evident from these Discourses, that the sudden and quick Growth of the Maritime Power of the *United Provinces*,

a Parallel to which may be fought in vain in all Histories, either ancient or modern, was *absolutely* and *entirely* owing to that Zeal and Diligence with which they applied themselves to the HERRING FISHERY, a Circumstance that ought certainly to have excited the Attention of this Nation to a thing so much more within the Power of her Subjects, and from which they might with Reason have expected the most salutary and beneficial Effects.

It may possibly be thought that the Words *absolutely* and *intirely* favour too much of that Prepossession Men are apt to shew for Subjects which they warmly espouse. But the Truth is, that this Expression, however strong, is perfectly consistent with the Matter of Fact; for as a great Writer has justly observed, the *Dutch* Republick rose not like other States, by *Ambition*, but from a quite contrary Cause, *Oppression*.

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She did not rise from a very *small*, by a slow Progession, to a very *great* Maritime Power; but she became in a Manner at once a *great Maritime Power*, from being *no Maritime Power* at all. This political Miracle was actually wrought by her Application to the HERRING FISHERY. It was the only Business to which at that Time, and in her distressed Circumstances, the People of *Holland* could apply for the Sake of Subsistence, and it was by a wise, steady, and unrelenting Application to this Fishery that they gathered Strength and Wealth, that their People of all Ages, Sexes, and Ranks, were fed, employed, and maintained. It was from hence, before themselves could well expect it, that they found they were in a Condition to undertake greater Things; that they had Sailors, Vessels, and Money, sufficient to embark in other Trades, and as they had the Spirit so to do, they had likewise the Prudence at the same Time to preserve and promote THIS.

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We may also farther observe, that in these Treatises, not only the Advantages that may probably, if not certainly, be expected from a *British* HERRING FISHERY, are very clearly and plainly, as well as fully and strongly set forth; but almost every Objection answered, and every Difficulty removed, which timorous People apprehended might impede, obstruct, or overturn an Affair of this Nature.

These, one may reasonably hope, are Motives sufficient to recommend the following Sheets to the Perusal of such, as disdaining to spend their Time in idle and trivial Amusements, or, which is much worse, in attending to Party Disputes, and attaching themselves to the Service of this or that Faction, desire rather, to turn their Thoughts and direct their Endeavours to the real Service of their Country, by promoting what has a direct Tendency to employ the Poor of all Sorts, from the Infant,
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that is but beginning to know what Work is, and the Feeble, Maimed, and Old, whose Infirmities have left them but few Kinds of Work, which they are yet able to do to support the natural Strength and real Power of this Nation, by raising, increasing and giving Bread to a hardy and active Body of Seamen, in a constant, useful, and wholesome Service, from whence Supplies may be regularly drawn for the Royal Navy, of Men every Way fit to espouse and sustain the Glory of the *British* Flag, and to increase the Wealth of our People by a due Distribution of it through all Parts of the Island, in proportion to their Zeal, Activity, and Industry, in Favour of what is calculated entirely for their own Benefit, and of which the Management is left in their own hands.

To all that has been said, there is indeed one great Objection to be made, and it is so frequently made whenever this becomes the Topic of public Conversation, that it is but just to state it fairly, and give it a full Answer.

swer. That Objection is, that if things be really so, that if these great Truths were long ago discovered, plainly proved, pathetically insisted upon, frequently repeated, and never refuted, how can we possibly imagine, that they should remain so long unexecuted, or that these prodigious Advantages should remain not only before the Eyes, but even in the Hands of a great, wise, and enterprizing People, unembraced? This, it is said, is so very strange that it seems to be absurd and incredible,

The Objection takes for granted, a Thing, that all the World must allow is very far from being an indubitable Fact, which is, that Men never fail to do what is fit and right for them to do, and more especially if they are advised and pressed to it. One might undertake to shew, and without Difficulty comply with that Undertaking, that there have been a Multitude of things very fit to be done, and of doing which there was much Discourse for Ages before they were done.

done. The Reformation of the Church is one Instance, which from the Time of the *Norman* Conquest was often talked of, sometimes endeavoured, and about four hundred Years after, in a lucky Season, compleated. This shews, that a Thing may be very extraordinary, yet not absurd.

When our first Discoveries were made in *America*, some very well-meaning and public-spirited Persons were desirous of settling Colonies in North *America*; they spared no Pains to shew how practicable the Thing was, how useful it might be, and with what advantageous Consequences it must be attended; some of them, and amongst the rest Sir *Walter Raleigh*, spent vast Sums of Money out of their private Estates, to bring about this publick Good, but they had the Misfortune to be disbelieved, to be discredited as Projectors, and all the just things they said, were disregarded, and treated with Contempt, by a

certain solemn sort of People, who either would not take the Pains, or had not Parts enough to comprehend them. Yet, by Degrees, what they proposed was undertaken, effectually executed, and has produced even more than they promised. Which clearly demonstrates, that what appears strange to the Great Vulgar, and the Small, ought not from thence to be pronounced incredible.

But to come closer to the present Point. Under the Reign of King *James* and King *Charles* I. this Affair of a *British* Fishery was in some Measure entertained and countenanced by the Court and the Ministry, which obliged those who opposed the one, and decried the other, to treat it as a Thing of little Consequence, and about which a Noise was made, purely to embroil us with our *good Friends* the *Dutch*. When the last of these Princes found it necessary to fit out a Fleet to defend his Right to the Dominion of his own Seas,
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he was constrained, or at least advised, to have recourse to that odious Project of Ship-money ; and when with infinite Difficulty the Design was in some Measure brought to bear, the Civil War broke out, which put an End to that, and to several other Measures, which had been taken for promoting the true and essential Interests of the Nation ; all things of this Nature falling of course into Confusion.

But when the Parliament had vanquished the King, and taken the executive as well as legislative Power into their own Hands, they quickly resumed these Projects, justified all that the two Kings had done, caused the first of the Pieces in this Collection to be printed by their Authority, revived the Dispute with the *Dutch*, asserted their Rights to the Dominion of the *British* Seas, and the HERRING FISHERY ; which they would certainly have maintained, as they did all Things, with a high Hand, if *Cromwell* had not outwitted and overturned them.

After the Restoration of King *Charles II.* these Matters were again brought upon the Carpet, and for the very same Reason were undermined and opposed. Some Attempts were made, but were so feebly supported, and so unaccountably managed, that they came to nothing. After this Time it is easy to see what the Reasons were which hindered these Projects from being received in earnest and with Effect; so that we need no longer wonder, that notwithstanding the Reason, the Justice, and the Expediency of prosecuting a Matter of such Consequence to the Power, the Profit, and the Prosperity of *Great Britain*, it has nevertheless remained unprosecuted to these Times, when many of the Difficulties are gradually worn out, and the most untoward Obstacles to our Success therein are very happily removed.

We will now descend to the particular Pieces of which this small Collection is composed,

posed, in order to give the Reader a just Idea of their Value and Importance. As to the Author of the first, Mr. *John Keymer*, he was a Disciple of, and a Dependant upon, Sir *Walter Raleigh*, which is the Reason that both this, and another Discourse of his, have been frequently, and the last generally ascribed to that excellent Person and true Patriot, who inspired all that were honoured with his Friendship or Conversation, with great and generous Sentiments, and, it is highly probable, furnished them also with those general Principles that led and conducted them in their subsequent Enquiries.

This Gentleman travelled through the *Low Countries* and *Germany*, in the Reign of Queen *Elizabeth*, whether on his own Occasion, by the Direction of his Patron, or in the Service of any of our Ministers, is at this Distance of Time very uncertain. We know, however, from himself that he did travel, and that the Piece he published was the Fruits of his own Observation,

which

which renders it so much the more authentic, and affords the greater Reason to rely upon what he says ; more especially as it appears from the Plan and the Execution of his Work, that he was a Man of great Parts, general Knowledge, and not disposed to take things upon Trust.

We may be farther convinced of the Credit due to this Piece, by considering that it was not designed for private Use, or to amuse the World with a View of its Author's singular Talents and noble Discoveries; but, on the contrary, was intended as a Kind of State Memorial for the Information of his Sovereign, and as such was kept with great Care, and no Doubt examined by the most capable Judges, continuing for many Years in Manuscript, nor can we tell with any great Certainty at what Time it was first printed.

There have been some, who, notwithstanding all these Circumstances, inclined
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to think that he carried his Computation too high, though they are ready to admit that he did this with a good Intent, that by magnifying the Advantages of this Fishery, we might be the sooner prevailed upon to undertake it. Upon strict Enquiry however, this will be found no better than a Conjecture, arising from an Unwillingness that such People have to believe Matters that appear to them very extraordinary, because they are utterly unacquainted with them. It would however be very hard to admit such unsupported Suppositions against the Computations of an Author, who speaks from his own Observations, took so much Pains to be well informed, and was never contradicted by that Nation of whom he speaks.

Besides the sudden Growth of the *Dutch* Maritime Power, as has been before observed, is a direct and indubitable Proof, that he was not mistaken. For as at the first breaking out of the Troubles in the *Low-Countries*,

Countries, the People of *Holland* had nothing to depend upon but their FISHERIES, which of Course made them pursue that Trade, and the Commerce which flowed from it, with incredible Vigour : So their being in a very short Space able to fit out many Ships, to be employed in other Trades, to maintain armed Squadrons for their own Security, and to molest their Enemies, shews clearly that the Profits of their Fisheries, even then, yielded them an immense Revenue.

A single Instance will set this in a clear Light. Long before these Observations were written, the Owners of the Herring Busses consented to an Imposition of one Dollar upon every Last of Herring they brought Home, for the Maintenance of a Squadron to defend them from the *Dunkirk* Pirates, and in one Summer this Duty amounted to thirty thousand Dollars, which proves, that there were about a thousand Busses employed ; and we have good Grounds to believe, that

that three times as many Lasts of Herrings were taken in the whole; their Home Consumption seldom exceeding one third of the the Produce of their Fishery. Whoever compares this with Mr. *Keymer's* Observations, and with the subsequent Accounts of the Increase of that Fishery, will find that they are all very consistent and compatible.

The second Piece contains the succinct Detail given of the *Dutch* Fisheries by the Grand Pensionary *John De Witt*; and it is very remarkable that he is so far from suspecting the Authorities of *English* Writers, that he builds upon them, reasons from their Computations, and admits them to be just. This therefore comes home to the Point, and confirms all that has been hitherto said, and that to such a Degree, that it is not easy to conceive how, with any Shadow of Probability, it can be contradicted.

He is likewise very clear, not only in this Account, but in other Parts of his Writings

as to the prodigious Advantages drawn from the Fisheries by the Maintenance of such Numbers of Persons as derive their Employments and Subsistence from it. He is no less zealous for protecting and promoting them, for granting them all the Privileges they can ask for, exempting them as much as possible from Duties and Impositions, and for defending them from Monopolies, exclusive Companies, and whatever else may cramp and infringe their Liberties.

In this he reasons as a great and consummate Statesman ; he was desirous that Taxes of every Kind should be levied chiefly upon such as can be useful to the Publick no other Way, that is, upon the Idle and Luxurious, those, who being grown Wealthy, have left off Business, those who inherit large Estates, and live upon the Labour of other Men, and those, who being in the Service of the Public, are maintained and live by the Public. But he Thought it unjust, and consequently impolitic, to load the laborious

borious and industrious Part of Mankind with such Kind of Burthens, because even without them they had much ado to live, and because in procuring a Livelihood they continually added to the public Stock and furnished a Part of that Fund, from which others became rich, and all the Expences of the State were defrayed.

If any should surmize, that after so much Time and Pains spent, and so long a Possession this Nation have acquired a better Right to the HERRING FISHERY than any other, it may not be amiss to observe, that tho' they have a very old, yet we have a Prior Title thereto ; so that if there was any real Validity in this Argument it is in Fact on our Side and not on theirs, tho' to be sure nothing of this Kind will appear in *Dutch* Writers, who are very commendably cautious of saying any thing that may prejudice the Cause of their Country.

But the Truth of the Matter is, that about threescore Years before Mr. *Keymer* wrote his Book, or a little more, one *Violet Stevens*, a discontented Fishmonger of *London*, having some Dispute with, and thinking himself ill treated by the Company, went over and settled at *Enchuyzen* and instructed the *Dutch* in the great Wealth upon our Coast, and with how much ease it might be taken from us by an industrious People, carrying on their Fishery vigorously and under right Management. How well they followed his Instructions, how much they improved upon them, and what advantageous Consequences flowed from their receiving readily and making a right Use of good Advice, Events have fully shewn.

There cannot therefore be the least Scruple entertained but that we have and always had a Right to resume the Benefit we once enjoyed, and to profit as freely from their
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Experience, as they have done from ours. It is therefore treating the Subject unfairly to suppose we do or intend to do the least Injury to our Neighbours, and the *Dutch*, who have said so much, and contended so warmly for the absolute Freedom of the Sea and indefeasible Liberty of Commerce, will never alledge any such thing; they know very well, that Oeconomy and Industry are the great Instruments by which this Trade must be managed, that if these are in their Hands, they must keep the Fisheries, but that if we get them into ours, they must be content to resign, at least a Share of this lucrative Commerce, to those from whom, by help of these Instruments, they formerly took it.

This is the true State of the Thing; and the third Treatise in this Collection, written by the famous Sir *Roger L'Estrange*, is very well calculated to supply the Proofs. He had in his Time the Reputation of being a methodical as well as a florid Writer, and per-

perhaps among all the numerous Pieces that fell from his Pen, there never was one that did him more Honour than this, which is written with great Spirit and Accuracy, contains abundance of Particulars that are very well worth knowing, and throws more Light upon the Subject than almost any other Piece of the same Bulk.

It had the Misfortune to be published in the time of the second *Dutch* War, in the Reign of King *Charles II.* a Season when the Generality of the Nation were very justly provoked at the Measures then carried on, not for vindicating the Rights of the Crown, or supporting the Commerce of *Great Britain*, but for the Subversion of the *Dutch* Republick in Conjunction with *France*; a Conjunction equally unnatural and unjust, for which, all who were embarked in it, all who favoured it, and all who afforded it Countenance, suffered deservedly and severely.

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But if this had, as very probably it might have, an Influence on the Sentiments of the Nation upon this Subject it was very unfortunate, for if we ought to have Regard to the Interest of our Neighbour, we ought surely to be no less tender of our own : Self-Defence is said to be the first Law of Nature, and the Consideration of our own Good, is, without Doubt, the leading Maxim in true Politicks.

It is our Happiness to live in free and in quieter Times, when Matters of this Sort may be fairly examined, and thoroughly canvassed without giving any Offence to the wise, the judicious, and the impartial Part of Mankind ; and upon this we have good Reason to ground our Hopes, that the present Undertaking for establishing the *British* HERRING FISHERY will be as successful in the Event as it is just, reasonable, and even necessary in its Nature.

If the Publication of these Tracts, two of which are very hard to be met with, can be any ways serviceable in this Respect, it will fully answer the End proposed by collecting them. As for what regards later Times, and more especially the present Circumstances of Things, they are to be found in many modern Pamphlets published within these three Years, several of them written with great Spirit and Knowledge, as also in the Papers written upon this Head in the Gazetteer, General Evening, Gentleman's and *London* Magazines, the *Westminster* Journal, and other Periodical Works, which may be easily referred to, and which are the proper Supplements to these Introductory Treatises.

John

John Keymer's
OBSERVATION
Made upon the
DUTCH FISHING,
About the YEAR 1601.

DEMONSTRATING,

That there is more Wealth raised out of HER-
RINGS, and other FISH in his Majesty's Seas,
by the neighbouring Nations, in one Year,
than the King of *Spain* hath from the *Indies*
in four.

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That there are twenty thousand Ships and other Vessels,
and about four hundred thousand People then set on
Work by Sea and Land, and maintained only by Fish-
ing upon the Coast of *England*, *Scotland*, and *Ire-*
land.

John Kenner's
OBSERVATION
ON
DUTCH FISHING

About the Year 1801.

DEMONSTRATING

That the Dutch Fishing Vessels, which are of the
size of a small ship, and which are in the
habit of sailing about in one place,
from the want of a better harbor, the
inhabitants of the country.

AND

That there is a great number of small
and poor fishing boats, which are
used by the Dutch, and which are
only used by the Dutch, and
which are used by the Dutch.



John Keymer's
OBSERVATION

Made upon the

DUTCH FISHING, &c.

BEING desirous to look into the World, to get Knowledge for my Country's Good, I travelled *France*, *Germany*, and diverse other Places and free States. I found in *Lubeck* seven hundred great Ships; in *Hamburg* about six hundred; *Embsen*, lately a Fisher-Town, within the Memory of Man not known to have sixty Ships, hath fourteen hundred, almost as many as belong to all *England*; *Holland*, not so big as one of your Majesty's Shires, eighteen Miles long and five broad, hath belonging to it thirty walled Towns, four hundred Villages, and twenty thousand Sail of Ships and Hoys, which is more than *England*, *France*, *Spain*, *Portugal*, *Italy*, *Scotland*,
B 2 *Denmark*,

Denmark, Poland, Sweden, and Russia, have all put together, and builds every Year a thousand new Ships; having in their Soil neither Matter to build them, nor Merchandize to set them forth. Standing in Admiration how this might be, I traced the Countries twice over, from Town to Town, and from thence along his Majesty's Sea Coasts of *England, Scotland, and Ireland*, where I found not only an *Indian Fleet* of forty or fifty Sail, with five or six thousand People yearly employed in this your Shipping, one of the greatest Sea-Businesses of the World, but at the least twenty thousand Sail, and above four hundred thousand Persons of all Nations, set on work in his Majesty's Seas about taking those innumerable Riches of Herrings and other Fish, which offer themselves to his Majesty's Kingdoms above all Nations.

The *Hollanders* have above four thousand one hundred fishing Ships and Vessels, whereof one hundred Dogger Boats, seven
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hundred Pinks and Well-Boats, seven hundred Strand-Boats, four hundred Evers, and four hundred Galliot, Drivers and Tod-Boats, and twelve hundred Busses. Since I solicited this, to have two hundred Busses built for *England*, the *Hollanders* have made eight hundred new Busses more, in all belonging to *Holland* four thousand one hundred Busses and other fishing Ships.

The fifteen hundred Strand-Boats, Evers, Galliot, Drivers, and Tod-Boats, fish upon their own Coasts, and every one of them sets on Work one other Vessel, to fetch Salt and transport Fish into other Countries; so are there three thousand Vessels and forty thousand Persons employed and maintained by fishing upon their own Coasts.

The seven hundred Pinks and Well-Boats, from sixty to one hundred Ton apiece, Dogger-Boats, of about one hundred and fifty Tons apiece, do fish altogether upon the Coasts of *England* and *Scotland*, for Cod
and

and Ling only, and every one of these do set on work one other Vessel, to fetch Salt and transport Fish into other Countries after they are brought into their own Countries out of his Majesty's Seas.

The two thousand Busses, from sixty to one hundred and two hundred Ton apiece, are employed only for the Herrings about *Baughamness* in *Scotland*, all along the Coasts of *England* to the *Thames* Mouth, from *June* to *November*, twenty-six Weeks; and one of their great Busses do take eight, twelve, or twenty Lafts of Herrings at a Draught in one Night, and carries into their own Country, forty, fifty, or one hundred Lafts in a Bus. And our Fishing continueth but seven Weeks, with small Crayets and Cobles, from five to ten or twenty Tons; when the Herrings come Home to our own Road stead, and we take one, two, or three Lafts in a Night, and when we bring home seven, it is a great Wonder.

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Beside the Number taken by their two thousand Busses, the *Hollanders* have above four hundred other Vessels, called Gaynes and Evers, which do take Herring at *Yarmouth*, and there sell them and carry away ready Money ; they have yet five hundred other Ships, usually trading every Year to *London*, with Cod and Ling taken in his Majesty's Seas, as also other Parts of *England*, and here sell them, and carry away most fine Gold, which is made into base Gold beyond Seas, a great Hurt to the Wealth and Strength of our Land, and Hinderance to Navigation and Mariners, and Employment of the Poor of this Nation.

The *Hollanders* have made a Law in their own Country, that we shall sell no white Herrings nor other Fish there upon Penalty of Confiscation ; because they will have no other Nation to serve their Country with Fish but what they take themselves, as well for the Encrease, as Maintenance of
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Navigation and setting their People on work. *Hamburg* likewise hath made an Order, that we shall sell no Herrings there, before their Busses be come from Fishing and have sold all theirs. Thus they take Herrings in his Majesty's Seas, and make Laws to cross and hinder us in our own Sales, for the enriching and strengthening themselves, and the encreasing their Ships and Mariners.

The *Hollanders* do take, in the Time of twenty-six Weeks, with two thousand Busses, about three hundred thousand Lasts (twelve Barrels to the Last) which are sold to the Merchants at ten or twelve Pound the Last, the Fisherman's Price, which amounteth to three millions and six hundred thousand Pounds. The Merchants transport and sell them into *Pomerland*, *Spruceland*, *Poland*, *Denmark*, *Liefland*, *Russia*, *Sweden*, *Germany*, *Brabant*, *Flanders*, *France*, *Luke-land*, some into *England*, and other Parts; and so sell them from sixteen to eighteen, twenty, thirty, and thirty-six Pounds the Last,

Last and more ; which I cannot esteem to be sold for less than five millions of Pounds : All this Benefit they make yearly of Herrings taken out of his Majesty's Seas.

Besides the Busses of *France*, *Hamburgh*, and *Embsen*, the *Hollanders*, with their two thousand Busses, do get the Start of us for the Herring Fishing nineteen Weeks, and every Bus doth take herself twice or thrice full, and they do serve near twenty Kingdoms, Dukedoms, and free States, in the East and North-East Regions, before our great Fishing begins at *Yarmouth*. And before our Fishing be ended, the *Sound*, and the Rivers that Way, are frozen, so we cannot pass or find vent into those Places.

For Cod and Ling, they send forth about one thousand Sail, from fifty to one hundred Tons apiece, every Ship making four or five, and some six Voyages, in a Year, where our small Crayets seldom make two Voyages. Which huge Quantity of Fish

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and

and Herrings taken in his Majesty's Seas, they carry into their own Country, and afterwards, by their own Shipping, transport them into foreign Kingdoms, so much to their exceeding Advantage, that in short Time they will be able to eat all our Shipping out at Sea, as may be conjectured by their former Increase in so few Years.

Besides the principal Adventurers, I noted that thousands of Men, their Sons, Daughters, and Maid Servants, which take forty Shillings or three Pounds Wages in a Year, some of them have five Pounds, ten Pounds, and twenty Pounds Adventure and more in the Busses; whereby they grow to great Wealth before they come to be married, besides the Men Servants.

The Return of Merchandize, Wares and Coin, for Herrings and other Fish out of other Countries, is so great, that it maketh the Bank for Coin, and Staple for all Kind of Merchandize in *Holland*, where nothing groweth but a few Hops, Madder and Cheese;
so

fo they make the Commodities of other Kingdoms ferve their Turns to fet their Ships and People on Work, wherewith they enrich and ftrengthen themfelves, to the Admiration of all Nations. The States of *Holland* receive more Duties and Customs for Lafts of Herrings, Fifh, and other Profits, inwards and outwards, in one Year, than all the Customs of *England* come unto in two Years. There was paid above three hundred thoufand Pounds fourteen Years paft, befides the Custom of all other Merchandize for Excifes, Licences, Waftage, and Laftage.

It is moft evidently true, that his Majesty's Seas are far richer than the King of *Spain's Indies*; and there is more made of Fifh, taken by the *French, Bifcayners, Portuguefe, Spaniards, Hollanders, Hamburghers, Bre-mers, Embdeners, Scottifh, Irish, and Englifh* in one Year, than the King of *Spain* hath in four Years out of the *Indies*; for there are about twenty thoufand Ships and

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Veffels,

Vessels, and above four hundred thousand Persons set on Work, and maintained only by the Fishing upon the Coasts of *England*, *Scotland*, and *Ireland*. Such an excellent Jewel have neighbouring Princes and States upon his Majesty's Seas !

There were in *Holland* one hundred and twenty-six thousand Mariners twenty Years past, since which Time their Shipping and Mariners are mightily increased, every Town is grown as great again as they were before the Wars, and beautified with an infinite Number of sumptuous Buildings, enriched with all Kinds of Merchandizes and Coin ; and where they had but one Haven in a Town before the Wars, they have now two or three, and yet not able to hold their Ships if they were all at Home at one Time ; and they employed daily much of their Studies to open the Gap of Traffick and to make Fulness of Trade, because it maketh a rich Commonwealth ; and they spare for no cost, nor deny any Privileges that
may

may advance Trade, and defend them from their Enemies, whereby they prevail greatly.

These Herrings are sent Southwards, by twenty, thirty, or forty Lafts in a Ship, and make rich Return for Herrings, with Oil, Wine, Prunes, Honey, Wool, and such like Commodities, as *France*, *Spain*, and *Portugal* yield, with much Coin.

For the *Straits*, they load fixty or seventy Laft of Herrings, making up their Lading with *French* and *Italian* Merchandize, which they brought home for Herrings; and return for Herrings from the East Countries, Corn, Wax, Flax, Hemp, Pitch, Tar, Soap-ashes, Iron, Copper, Deal, Clapboard, Wainscot, Mafts, Timber for Houses, Shipping, Waterworks, *Polish* Dollars, and *Hungary* Guilders.

Upon the River of *Rhine*, towards *Weesfel*, and *Cologne*, and *Frankfort*, other Vessels, called Lurdains, drawn up with Horses,

ses, containing three, four hundred, and some five and six hundred Tons apiece. The Skippers have no other Houses, with their Wives and Children to dwell in, and are born in them and go always with them. The Vessels carry up fifty or sixty Lasts of Herrings apiece, and barrelled Fish, and Store of Salt upon Salt; returning for the same Commodities Iron, Steel, Glass, Mill-Stones, Rhenish Wines, Battery Plate for Harneſs, with other Munition; Silks, Velvets, Buratees, Rash, Fustians, and other Commodities from *Franckfort* Mart, and other Places of *Germany*, as those Parts yield Store of Cassiars, Guilders, and rich or Rix Dollars. The same Kind of Vessels pass up to *Lukeland* in like Sort, and these make but one Voyage in a Year, but very rich.

To *Brabant* and *Flanders* they load twenty and thirty Lasts of Herrings in a Ship, returning for the same most part Coin, some Quantity of Tapeſtry, Says, and *Hulst* Hops.

Be-

Besides, of these Herrings and Fish taken in his Majesty's Seas and none other, are vended in great Abundance into *Grecia, Alexandria, Venice, Leghorn*, and all over the *Mediterranean* Seas, and other Parts, even as far as *Brazil*.

Into the East Kingdoms and Dukedoms the *Hollanders* vend above one hundred thousand Lafts in a Year, and we not eighty Lafts. At *Roan* this last Year we had not eighty Laft, and the *Hollanders* had and sold there three thousand Lafts, and so in other Parts accordingly.

Thus are we eaten out of Trade, and the Bread taken out of our Mouths in our own Seas, and the great Custom carried from his Majesty's Coffers to foreign Princes and States, by the Greatness of their Busses and the Multitudes they take nineteen Weeks before our great Fishing begins at *Yarmouth*; and our Fishing lasteth but seven Weeks, with small
Crayets

Crayets and Cobles, where their Buffes continue the Herring Fishing twenty-fix Weeks together.

So it appears how they make the Commodities of other Nations serve their turns to enrich themselves, and encrease their Shipping and Mariners, and to set their People on Work to good Benefit ; to enlarge their Cities and Towns, and to strengthen and fortify themselves exceedingly ; and what an infinite Store of Wealth they bring into that small Country, having so slender a Foundation as Fishermen, is admirable to behold !

Thus they make their Landmen Seamen, their Seamen Fishermen, their Fishermen Mariners, Mariners Merchants, and of their Merchants Statesmen, to govern and make their Country prosper by their long Experience.

It

It followeth, that one Buſs of one hundred or eighty Tons employeth three Ships, ſets on Work and maintaineth, both at Sea and Land, above four hundred Perſons, and thirty ſeveral Trades and Occupations, thus it may evidently appear how the one thouſand Sail of Pinks, Well-Boats, and Dogger-Boats, and their two thouſand great Buſſes do ſet on Work two hundred thouſand Perſons, and ſeven thouſand two hundred Sail of Ships of the *Hollanders*, by fiſhing upon his Maſteſty's Coaſts.

Fiſt, ſhe ſets on Work in her own Hull, within herſelf, of Mariners and Fiſhermen, forty.

Secondly, ſhe employeth three Ships beſides herſelf; one to fetch home Salt into their own Country, another to carry forth Barrels and Salt into her at Sea, and to bring her Herrings back into her own Country, and the third to transport Herrings beyond the Seas; and in three Ships and Buſſes, one

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hun-

hundred Mariners are employed. Thus are three Ships and one hundred Persons busied at Sea by one Buſs.

Thirdly, at Land, of Spinners and Hempwinders to make Cables and Cordage, likewise Yarn, Twine and Thread, for the making of Nets and Lines, Weavers to make Sail Cloth, Viewers, Packers, Tellers, Dressers, Couchers to make the Herrings lawful Merchandize, Tanners to tan their Nets and Sails, Saltmen to make Salt upon Salt, Coopers in great Abundance to make Barrels; Blocks and Bowl-makers for Ships, Porters, Keelmen, Lightermen, and Labourers, to be employed in carrying and removing; as also Hewers and Squarers of Timber, Sawyers of Planks, Carpenters, Shipwrights, Smiths, Sledgmen, Carmen, Boatmen, Brewers, Bakers, and a Number of other Persons, too tedious to repeat. Of the Salesmen and the Mariners, with diverse others depending upon this unsearchable Business, there cannot be less than two hundred;

hundred ; so that with the former there are three hundred Persons and three Ships set on Work by one Buſs.

And yet, beſides all theſe that work, they have their Wives, Children, and Families, hardly to be numbered, that neither do nor can work, and yet are maintained and live wealthily out of this one Buſs ; the Merchants, Salesmen, Owners of Ships, Maſters, Mariners, and Fiſhermen, cannot deny this.

I have ſeen, of *Engliſh, Scotiſh, French, Hollanders, Embdeners, Bremeners, Hamburghers*, and others, near three thouſand Sail, fiſhing at one Time upon the Coaſt of *Scotland, Sbetland, Orkney, Caſſney, North-furrel, Fowl-Iſle*, and diverſe other Places.

All the Buſſes of *Holland, France, Embden* and *Hamburgh*, have their firſt Lading of Herrings, near *Baughawanes, (Buſchanneſs)* and above one thouſand Sail of Pinks, Well-

Boats, Dogger-Boats, take Cod, Ling, and other Fish there. Furthermore, all the great Staple Ling, called *Holland* Ling, taken only by the *Hollanders*, are gotten about these Isles, wherewith they serve all *Chriftendom*.

From the Staple near *Berwick*, all along the Coast of *England* to the *Thames* Mouth, are innumerable Shoals and Variety of Fish besides the Multitude of Cod, Ling, and Herring, as Mackerels, Whittings, Haddocks, Soals, Thornback, Flaik, Scate, Brett, Gurnet, Turbut, Plaice, Conger, Buffs, and others innumerable.

From the *Thames* Mouth, all along the Coast of *Kent*, *Suffex*, and *Hampshire*, *Wiltshire*, and *Dorsetshire*, not such Store of Cod, Ling, and Herrings, yet the like Variety of other Fish, and more, as the Eyes of the Fishmongers of *London*, the Country, and their Fishermen can testify.

All

Upon all the Coasts of *Devonshire*, and *Cornwall*, are exceeding great Shoals, and Variety of Fish, with Pilchards and Herrings : The last Year, in *June*, such Multitudes of Herrings came so near the Shore of *Claverly Key*, and all over those Places, that the People went with but small Provision of Nets, and took and drew them up the Land in such Plenty, that they were sold for four Shillings the Thousand, which is the Number in a Barrel ; and were such Store, that they gave them to their Hogs to eat, and buried the rest in the Ground, for lack of Salt and Barrels to preserve them.

Also about twenty Miles from thence there was abundance of Herrings spread the Seas, but the People took no more than they could spend presently, for lack of Provision to take and preserve them, of which there is great Want about *England*.

From

From the Mouth of the *Severn* round about the Coast of *Wales*, *Holyhead*, *West-Chester*, *Liverpool*, and so along the Coasts of *England* to *Scotland* there is Store and Variety of Fish.

All over the Coasts of *Ireland*, *Gallway*, *Slego*, and the Coasts of *Connaught* to *Balishannon*, the *Band*, and the North of *Ireland*, *Longford*, *Carrick-fergus* and *Strongford*, there is Store and Variety of Fish, besides the Multitude of Cods, Lings, Herrings, Salmon, Seals, Porpoises, Whirlpool and Dog-Fish.

In the Mouth of *Ireland*, not far from *Donegal*, there are such Multitude of Herrings, that it is hardly to be believed, so big and large, that three Herrings make a Yard in Length. From *Carlingford* to *Dundalk*, the Bay of *Dublin* and *Warford*, *Waterford*, *Bear-Haven*, *Brook-Haven*, and so
round

round about the Coast of *Ireland* the like Variety and Fish in Abundance.

The *French, Hollanders, Embdeners, Bre-
meners, Hamburgers*, and others, fish upon
the Coast of *England, Scotland, and Ireland*,
and this is the Difference between them and
us, they go forth in *June* to seek the Shoals
of Herrings, and having found them,
dwell amongst them, coming along with
them until *November*, taking them in great
Abundance; and we stay till the Herrings
come Home to our own Coast, and some-
times suffer them to pass by us before we
look out, and so lose God's Blessings.

All these Nations do beat upon his Ma-
jesty's Coasts for Fish with great Ships, take
and carry away incomputable Riches; when
our little Boats, Crayets and Cobles dare not
look out at Sea but in fair Weather, for in
foul Weather the Sea swalloweth them up,
neither dare they fish far from the Shore in
fair

fair Weather, their Boats are so slender and slight.

The People of *Ireland* and round about the Coasts of *England*, after they have been at Sea, and brought home their Vessels full of Fish, will not go to Sea again for more till those be spent and they in Debt, so that Necessity compels them, unless it be some few, and they prosper; yet they are loth to take too much, lest it should be too cheap, for they never seek other Markets but their own, and our Fishermen go to Sea over Night, to take Fish to serve the Markets the next Day, and some at three o'Clock in the Morning go to fetch Fish, and yet return Home at nine o'Clock the same Morning to serve their Market with their Boats full laden with Cod and Ling and other Fish, and then to the Alehouse drinking Day and Night, till all be spent and they in Debt, and can be no longer trusted, and then to Sea again for more. This is the
Life

Life of these People, in a Country where great Riches are to be gotten.

Such an excellent Benefit hath God sent his Majesty and his Kingdoms, as, let all the Kingdoms in Christendom be put together, they are not able to compare with the Fishing upon these Coasts, nor yet the *Spanish Indies* : I speak knowingly.

And farther, let all the Mines of these Kingdoms, as Lead, Tin, Iron, Copper, Alum ; yea, Cloth and Wool, be put together, yet the Fishing will do more good to his Majesty's Kingdoms than all these, in the four following Points.

First, for the Augmentation, Maintenance and Increase of Navigation and Mariners, which hath ever been held a special Jewel for *England*.

Secondly, in bringing in to his Majesty and Kingdoms, great Riches of All Kinds,

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and

and making such Strength of Ships and Mariners as will make all Nations in the World to vail the Bonnet to *England*.

Thirdly, for the bringing in and making Employment for all People, both young and old, for the keeping of them from Begging and Stealing, and other Disorders: And hereby his Majesty shall make exceeding great Trade and Traffic within this Land and upon the Seas, as the like hath never been effected by any King of *England* for the general Good.

Fourthly, for the bringing in and making all Things plenty, and causing many Store-houses to be erected in *England* and filled full of Fish, to serve ourselves, and transport into other Kingdoms; like as *Blackwell-Hall* in *London*, and other Places in *England*, are filled with Cloth, which continually are emptied, and yet are always filled.

It is most evidently true (God be thanked) that there is Fish and Herring enough and Vent enough for us all, if we had as many Busses as they, for the twenty hundred great Busses belonging to *Holland, France, Embden* and *Hamburgh*, and above two hundred new Busses which they build and increase yearly, all not able to serve Christendom with Fish and Herrings; they are scarce and dear in most Foreign Kingdoms; in Lent and afterwards, few or none to be had till *August*: For in the East and North-East Regions, and so in most foreign Kingdoms and Dukedoms, the Herrings are every Day's Meat, Winter and Summer, as well to make them drink, as to suffice their Appetites; in such exceeding Request are the Herrings, that there is a great Demand for them in all Parts through Christendom, and in the Heathen Countries; so that if we had first twenty Score Busses and could increase them to twenty hundred, yet is their Vent enough and Herrings enough for us all to take upon his Majesty's Coast; God continue it.

And for as much as God hath sent this excellent Blessing to his Majesty above all other Kings, and that this huge Quantity of Fish and Herrings do offer themselves to his Majesty's Kingdoms beyond all Nations, and that it is manifest, that the Trade of Fishing is Work-Master to all other Trades, and by that Means the *Dutch* increase their Farthings to Pounds, and their Pounds to Thousands; and what Fruitfulness is in their Country? and not a Beggar there, every one getting his own Living, is admirable to behold; that the poor Man, tho' he be blind and have but one Hand, will get his own Living sitting on a Seat, with Knitting and making of Nets and Hooks; every Boy and Wench, from ten and twelve Years and upwards, will get their own Living by winding Hemp, spinning Yarn, making Twine and Thread for Nets. So Idleness, Beggary, and Penury, will be driven out of this Land, by commodious Constitutions, as in other Places they do, which

which never any Statute heretofore made could bring to pass, to the great Glory of God, and Comfort of his Majesty's Subjects.

THE

The GRAND PENSIONARY

JOHN DE WITT's

A C C O U N T

OF THE

DUTCH FISHERY.

THE GRAND LEXICONARY
JOHN DEWITT'S
A C C O U N T
OF THE
DUTCH FISHERY.



JOHN DEWITT'S
ACCOUNT
OF THE
DUTCH FISHERY.

HOLLAND is very well situated to procure its Food out of the Sea, which is a common Element; it lies not only on a Strand, rich of Fish, near the *Dogger-Sand*, where Haddock, Cod, and Ling may in great Abundance be taken and cured, but also near the Herring Fishery, which is only to be found on the Coast of *Great-Britain*, viz. from *St. John's* to *St. James's* about *Schetland*, *Pharil*, and *Bockness*; from *St. James's* to the Elevation of
F the

the Crofs, about *Bocknefs*, or *Sevenoit*, from the Elevation of the Crofs to St. *Katherine's* in the deep Water Eastward of *Yarmouth*. And this Herring Fishing, which it is now two hundred and fifty Years ago since *William Beakelson* of *Biervliet* first learned to gill, salt, and pack them up in Barrels, together with the Cod Fishery, is become so effectual a Means of Subsistence for these Lands, and especially since so many neighbouring Nations, by Reason of their Religion, are obliged upon certain Days and Weeks of the Year wholly to refrain from Eating of Flesh; that the *Hollanders* alone do fish, in a Time of Peace, with more than a thousand Busses, from twenty-four to thirty Lafts Burden each, and with above one hundred and twenty smaller Vessels that Fish for Herrings at the Mouth of the *Texel*: So that those thousand Busses, being set to Sea for a Year, wherein they make three Voyages, do cost above ten Millions of Guilders, accounting only the Bus with its Tackle at four thousand

sand five hundred and fifty Guilders, and the
 setting forth to Sea, five thousand five hun-
 dred Guilders, there remaining nothing of
 all its Victuals and Furniture the second
 Year, but the bare Vessel, and that much
 worn and tattered, needing great Repara-
 tion. So that if these thousand Busses
 do take yearly forty thousand Lasts of Her-
 rings, counting them at least worth two
 hundred Guilders *per* Last, they would
 yield in *Holland* more than eight Millions
 of Guilders.

And seeing that of late, Men have begun
 to make very much Use of Whale Oil and
 Whale Fins, which are taken to the North-
 ward, not far from us, in so much that with
 Southerly Winds, which are common in
 this Country, we can sail thither in six or
 eight Days: The Trade of Fishing and
 Salt may easily be fixed and settled with
 us for to fix those Fisheries, and several Ma-
 nufactures, and consequently the Trade and
 Returns thereof, depending on Navigation

and Ships let out to Freight, we ought duly to consider that the greatest Difficulty for so innumerable a People to subsist on their own Product proves the most powerful Means to attract all foreign Wares into *Holland*, not only to store them up there, and afterwards to carry them up the Country by the *Maere*, *Waal*, *Uffel* and the *Rhine* (making together one River) to very many Cities, Towns and People lying on the Side of them, the most considerable in the World for Consumption of Merchandize; but also to consume the said imported Goods, or to have them manufactured: It being well known, that no Country under Heaven, of so small a Compass, has so many People and Artificers as we have; to which may be added, that no Country in the World is so wonderfully divided with Rivers and Canals, whereby Merchandize may be carried up and down with so little Charge.

Emanuel van Meteren says, that in the Space of three Days, in the Year 1601, there

there sailed out of *Holland* to the Eastward between eight and nine hundred Ships, and fifteen hundred Busses for the Herring fishing ; which is easy to believe, if we may credit what the *English* Authors mention, *viz.* Gerard Malines in his *Lex Mercatoria*, and Sir Walter Raleigh, and which Lieven van Aitzma, Anno 1653, Page 863. doth in some Measure confirm, *viz.* That there are yearly taken and spent by the *Hollanders* more than three hundred thousand Lasts of Herrings and other small Fish : And that the Whale Fishing to the Northward takes up above twelve thousand Men, which sail out of these Countries. For since the *Greenland* Company, or to express myself better, the monopolizing Grant thereof was annulled, and the Whale Fishing set open in common, that Fishery is increased from one to ten : So that when we reckon that all these fishing Vessels are built here at home, and the Ropes, Sails, Nets and Casks made here, and that Salt is furnished from hence ; we may easily imagine, that
there

there must be an incredible Number of People that live by this Means ; especially when we add, that all these People must have Meat, Drink, Cloaths, and Housing, and that the Fish when caught is transported by the *Hollanders* in their Vessels thro' the whole World. And indeed if that be true which Sir *Walter Raleigh* (who made diligent Enquiry thereinto in the Year 1618 to inform King *James* of it) affirms, that the *Hollanders* fished on the Coast of *Great Britain* with no less than three thousand Ships, and fifty thousand Men ; and that they employed and set to Sea, to transport and sell the Fish so taken, and to make Returns thereof, nine thousand Ships more, and one hundred and fifty thousand Men besides ; and if we hereunto add what he saith farther, *viz.* that twenty Busses do maintain eight thousand People, and that the *Hollanders* had in all no less than twenty thousand Ships at Sea ; as also, that their Fishing, Navigation, and Traffic by Sea, with its Dependencies since that Time, to the
Year

Year 1667, is increased to one third more :
 I say if that be so, we may then easily conclude, that the Sea is a special Means of *Holland's* Subsistence ; seeing *Holland* by this Means alone yields by its own Industry above three hundred thousand Lasts of Salt Fish. So that if we add to this, the Whale Fin, and Whale Oil, and our *Holland* Manufactures, with that which our own Rivers afford us, it must be confessed that no Country in the World can make so many Ships Lading of Merchandize by their own Industry as the Province of *Holland* alone.

Your 1867, is intended to one third more:
 I say it that be so, we may then easily con-
 sider that the Sea is a special Means of
 getting our Supplies: being known by
 the Marine alone, by its own industry
 above three hundred thousand Tons of Salt
 are produced each year, the Whale
 Oil, and Whale Oil, and our Atlantic Mo-
 nitor, without which our own Rivers
 could not, it must be said, be so com-
 pletely in the World can make so many Ships
 laden of Merchandise by their own In-
 dustry as the Province of Holland alone.

A
DISCOURSE
OF THE
FISHERY;

Briefly laying open, not only the Advantage and Facility of the Undertaking, but likewise the absolute Necessity of it, in order to the Well-being both of King and People.

Asserted and vindicated from all Material Objections.

By *R. L'ESTRANGE.*

LONDON, 1674.

DISCOURSE

OF THE

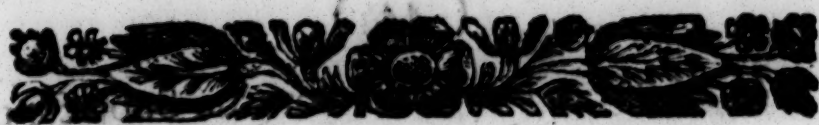
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Altered, and vindicated from all Material
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By R. LESTRAVANGE.

LONDON, 1674.



A

DISCOURSE

OF THE

FISHERY, &c.

BEING to treat of the Fishery, and more particularly of the Herring Fishing ; tho' I reckon upon the Cod and Ling Fishing also in the Gross, I have diligently perused, extracted, and digested whatever I could meet upon that Subject, and I find that my Discourse will fall under these three Propositions.

I. That it is of great and certain Advantage.

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II.

II. That it lies fairer for the Subjects of his Majesty of *Great Britain* than for the *Hollanders*,

III. That if it be encouraged and established, it will prove the Foundation of an ample and lasting Revenue to the Crown, and of Wealth and Prosperity to the Nation. Nay, if it should turn to Loss instead of Profit, it would still abundantly answer the Expence in the Consequence, being an Undertaking not only of common Benefit, but (as the Case stands) of absolute Necessity, to the Safety and Well-being both of King and People.

I. *The Fishery is of great Use and certain Advantage.*

Touching the Advantage of the Fishery, I presume there will be no Dispute; since it is granted on all Hands, that the *Dutch* are beholden to it for the Rise and Support
of

of their Greatness, for their Reputation abroad, and for their Strength at home ; infomuch, that the Herring, Cod, and Ling, taken in his Majesty's Seas by the *Dutch* and other Strangers, are valued *Communibus Annis* at no less than ten Millions of Pounds Sterling, which Computation has been often published and constantly received for Current without Contradiction.

II. *The Fishery lies fairer for the Subjects of his Majesty of Great Britain, than for the Hollanders.*

As the Fishery is very considerable, so it lies much fairer for us than for them, in regard that we have many Advantages toward it which the *Dutch* want, and that we hardly want any thing which they have, save only Industry, which may be easily promoted by good Order and Discipline.

First, we have the Fish upon our Coasts (I might have said upon our Shores) where,
in

in case of Storm, unlading, taking in Provision, or the like, it is seldom above four or five Hours Work, and most commonly not so much, to recover a Harbour, and without any Loss of Time, to refit and put to Sea again, whereas the *Dutch* have usually two hundred Leagues to sail before they come to their Fishing, and there they lie at the Mercy of the Winds, for want of a Port to friend, and in case of unlading, they have as far back again, which takes up a great deal of Time, hinders their Business, and endangers the Loss of their Markets. It is true, that they have their *Gagers* many times to take off their Fish at Sea, and furnish them with Casks and other Necessaries; but if it happens to be a rolling Sea they must lie still and wait for a Calm; whereas with us that are in Harbour, the Work of unlading, repacking, and sending our Fish away to the first Market, goes on in all Weathers. So that in respect of the Nearness of the Fishing we have much the better of them: And no less in the Commodiousness

modiouness of our Ports and Creeks to receive the Busses upon all Occasions.

As to the Charge of a fishing Vessel, with her Furniture, Tackle, Salt, Casks and Victuals, there is hardly any thing that belongs to it, except Pitch and Tar, which we have not of our own Growth ; whereas the *Dutch* have little of their own towards it but Cheese and Butter, which is cheaper with us too than with them.

Now if the Fishery be so profitable and lie so open to us that we may master it with less Expence, Difficulty, or Hazard than the *Dutch*, it is our own Fault if we do not improve it to the greatest temporal Blessing (perchance that Providence ever bestowed upon any People.)

Some indeed will have it, that we want Men ; others, that our Men will never take to it.

To

To the first, I answer, under Favour, that we have Men enough, but they are idle, and live upon the Publick (to the Shame of the Government) without any Return of Labour and Industry for their Bread ; let but these People be set to work upon the Fishery, and we shall have Hands to spare.

The second Exception is a Contemplation at large, *viz.* That the Genius of this Nation will never endure the Hardships of that Employment.

To which I reply, that the *English* do daily run greater Hazards, and suffer greater Hardships in other Voyages than they do in this ; and that they are in a very many Cases inured to harder Labour : For certainly the working of a Mine is incomparably beyond that of a Bus. But to come to the very Point itself ; so far are the *English* from an Aversion to the Fishery, that they do apply themselves to it ; as *Yarmouth* and *Scarborough*, and indeed the whole Coast, will bear me wit-

witnefs ; for fo soon as ever Harveft is over (where the Herring Season comes on) the Boys and Country Fellows prefently flock to the Coaft to be hired into the Fishery, and upon Trial find it fo much to their Lik- ing, that after the fecond Voyage there is not one in twenty of them but takes to the Sea for good and all, without ever returning to his former Condition.

To make it yet clearer, it will not be amifs to take this general Objection to Pieces, and diftinctly to examine the feveral Diffi- culties that occur under the Notion of Hard- fhips. For to fay that the *English* will never do any thing, but where they may lie warm and dry ; fill their Bellies and take their Eafe ; and that the *Hollanders* will endure Hardfhips better than the *English*, will never carry the Queftion : But I would fain know what Sort of Hardfhip it is (conducing to this Affair) wherein the *Dutch* go beyond us.

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Are

Are they hardier to encounter the Dangers of the Seas ?

In this Point we may appeal to every Day's Experience, and leave the whole World to judge betwixt us.

Is it the Hardship of lying exposed to cold Blasts and Storms ?

Herein lies a Mistake which I must confess has gained some Credit, and it is worth the Pains to set it right. Be it known then, that the Herring Fishing in his Majesty's Seas begins in *June*, and goes out in *November*, and that for the first four Months (which is the best Time both for Profit and fair Weather) we never so much as look after it, but fall in upon the Winter Fishing from *September* to the End of *November*, which is the most tempestuous Season of the whole Year ; and then in *January* we fit out for the North Seas, and spend the remainder

mainder of the Winter in all Extremities of Cold and Hardship. This is enough to satisfy any Man that our Skins are as good Proof against Wind and Weather as theirs.

But I will put it yet farther, by supposing that the Winter Fishing would be too hard for us ; what Excuse have we now for not making our best of the Summer Fishing, which is far the more gainful of the two ?

And truly the Hardship of coarse Feeding does not amount to much neither, tho' I know great Stress is laid upon it, how pitifully their People fare, and that an *English* Body will never be able to live upon *Dutch* Diet.

If so it were, that an *English* Diet could not be had, and that a *Dutch* one would not serve the turn, it were something, but that is not our Case ; for here he that cannot feed upon the one, may have the other. And I am persuaded that the Work will go

on with Peas and Bacon every jot as well as with Roots and Cabbage ; not but that the *English* can bring their Stomachs down too, upon any honourable Occasion, to the grossest Food imaginable, as has been often seen among the Besieged in our late Troubles : But they are too generous to mortify their Carcasses purely to save their Purse, which in this Particular is the only Ground of Exception. It will augment the Charge, that is to say, whereas a *Holland* Buſs, after their Way of Victualling, clears about a thousand Pounds a Year, an *English* Buſs will not clear above nine hundred and ninety Pounds according to ours, which ten Pounds Difference I do only admit for Quiet sake, and to shorten the Dispute, as being the most that any Man can pretend to, and more too, in plain Terms, than the Matter will bear. For the *Dutch* Victualling is the same with ours, so far as to Beer, Biscuit, Butter, and Cheese, all which we can lay in much cheaper than they : So that it is but adding the Charge of Peas and Bacon, which

which (take it at the worst) comes but to some fifteen or sixteen Pounds more, and then, discounting for the other Victuals which it saves, for the Difference of Prices, and for the Brandy which their People drink more than ours, and there is the Account.

Besides, the very supposal of passing from a good Diet to a bad is a very great Error, for the Countrymen that put themselves into the Fishing, fare incomparably better at Sea than ever they did at Land; for beside the ordinary Provision which they carry to Sea, they feed upon the Fish they catch; which for Variety and Delicacy (being fresh taken) is a Treat beyond what is to be had at any Nobleman's Table ashore, and improves them at such a Rate, that of pitiful Weaklings at Land, they come in a Voyage or two to be hearty, stout, and healthful Persons.

There is another Objection raised from the Strictness of the States Government,
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(where People must either work or starve) which says, that the Hardships of the Fishery are so great, that if it were not barely to keep Life and Soul together, no body would meddle with it, and that their Fishery is meerly supplied out of such Sort of People.

My Answer is, first, that the Foundation is a Mistake, for it is already made plain, that there are no such terrible Hardships. Secondly, for Argument's Sake I will take all for granted, as well the Hardships themselves as the Necessities that make People undergo them, let it be but agreed that by the Force of these Necessities the thing is done at last. For then by a stronger Reason it may be done by us, who have ten Men for their one, that have nothing to live upon but their Labour; Persons that are ready to starve for want of Work, when the Nation is almost undone for want of People.

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There are yet two Lions more in the Way ; first, our Herrings are in no Esteem abroad, because we have not the right Way of curing them. Secondly, we shall never make any thing of it, for the *Dutch* will undersell us by freighting cheaper, and consequently beat us out of the Trade for want of Vent. To which in Order.

First, There are two Ways of curing Herrings ; the one, at Sea ; where they are gipped immediately upon the taking, and so barrelled up : The other at Land, where they are gipped and packed some Days after they are taken. These we call Shore-made Herrings, and we know before-hand, that one Barrel of the other (for Goodness) is worth a hundred of these, and that they will never take their Pickle kindly, unless their Throats be cut as soon as they are caught. So that it is a great Error to take a Shore-made Herring for a Trial of our Skill in Curing. But for those we make at Sea, they are as good and as well

esteemed abroad as any *Dutch* Herring whatsoever ; and this very Year above two hundred Barrels were sold into the East Country, out of one small Vessel of ours, at near four Pounds a Barrel. I wish we were not more to blame for not taking them than for not curing them. But what if really we could not cure them ? Is it impossible to learn ?

Secondly, The other Suggestion, that the *Dutch* will beat us out of our Trade, is either of no Force at all against the Fishery, or it is much more forcible against the Merchant and the Collier, for this Trade lies under our Noses, and more in our Power than any other : And to discourage our Fishing upon this Consideration, is all one, as to bid us quit all Navigation whatever, and leave ourselves at the *Hollanders* Mercy, or in Effect, for a Prey to all Comers. And then to fear the Want of Vent, is to imagine that People will leave Eating : For great Part of the trading World lies yet unserved,

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neither can any Man shew me that ever our Herring lay upon our Hands for want of a Market.

Enough is said, first to shew the Advantage of the Fishery, and secondly, that we may easily master it if we please. It remains now that we take Possession of it, and apply the Profit to ourselves.

III. *If the Fishery be encouraged and established, it will prove the Foundation of an ample and lasting Revenue to the Crown, and of Wealth and Prosperity to the Nation. Nay, if it should turn to Loss instead of Profit, it would still abundantly answer the Expence in the Consequence, being an Undertaking not only of common Benefit, but, as the Case stands, of absolute Necessity to the Safety and Well-being both of King and People.*

It is but Reason, that public Works should receive public Encouragement, and that

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where both Prince and People are to partake of the Benefit they should likewise join in the Furtherance of the Thing. Of such a Quality is this Work; no sickly Project upon a Ramble we know not whither, to hunt for we know not what; but a sober and simple Plot upon a Treasure that lies at our very Feet: A Treasure of more Value to us than both the *Indies*, and yet we will not so much as stoop to take it up.

The Encouragement here intended is the raising of a Sum of Money for a Fund, as a necessary Preparatory toward the perfecting of the Work, which may be done either by Loan, Contribution, or Tax.

Hitchcock computes upon eighty thousand Pounds, to be furnished by forty Persons out of every County, at fifty Pounds a Man, reckoning South *Wales* for one County, and North *Wales* for another (which is no great Matter) and many other Contrivances there are: but this Point may be cut short, for
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upon good Security there will be no difficulty of procuring Money.

Contribution would be an easy Way, and certainly do a great deal in the Business, if the People might be secured from the Fate of their last Benevolence in this Kind, which never came to any thing, and there is a good Part of it remaining in the Collectors Hands to this very Day unaccounted for. Many Ways might be found out for their Satisfaction, but none perhaps more agreeable than depositing of the Stock in the Chamber of *London*.

A general Tax would do the Deed at a Blow ; nay, a particular Imposition, to introduce it by Degrees (as in the Case of the *Algier* Duty, for the Redemption of Slaves; the Coal-Tax, for the rebuilding of Churches) would sufficiently answer my Purpose.

Monies being raised and deposited toward a Stock, we come now to consider where and how to employ them.

The first thing to be done may be the resolving upon so many Staples, and then to fall to work upon Creeks, Wharfs, Docks, Store-houses, Tan-houses, Work-houses, Granaries, Brew-houses, and other Conveniencies for the Service : And at the same Time the Poor may be set to work upon Spinning, making of Nets and Ropes, and the like, that the fishing Tew, and the other Provisions may go on Hand in Hand together.

By this Method, the Design may be very fairly advanced with the Supply of forty or fifty thousand Pounds, leaving the Charge of the Vessels to come after, when there shall be Accommodations fit to entertain and receive them. The Reasons of my proposing it thus by Halves are these: 1st, There is no need of buying Vessels till we
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know how to dispose of them (tho' an Eye may be had in the Interim to the saving and setting apart for this Use of such Ships as may possibly fall in by accident.) 2dly, The Expence will be lighter, and so more easily compassed. And lastly (which is the main Point of all) it will be a great Encouragement to a farther Supply toward the Charge of the Vessels themselves, which is next to be considered, when the People shall see that we are in earnest, and even got half thro' the Work already.

The Charge of a Herring Buſs of eighty Ton, new from the Stocks, and furnished at all Points for the Fishery, together with Victuals and Wages for one whole Year, may be rated at nine hundred Pounds, which being divided into two Parts, I make Account that the Vessel herself, with her Cock-Boat, Maſts, Sails, Yards, Cables, Anchors, and other Trim to fit her for the Sea, will make about one Moiety: So that two hundred new Buſſes rigged and fitted

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as aforefaid, will come to about ninety thouſand Pounds, (or at ſecond Hand, perhaps thirty thouſand cheaper) which Expence with ordinary Succeſs, will be cleared the firſt Year, and Money towards a Stock over and above. It were better if there were more, but rather than fail, I would content myſelf for a Beginning even with a fourth Part of theſe; but be they more or fewer I would have all the Veſſels advanced upon the King's Account, and have all the remaining Charges of Nets, Rope, Line, Caſk, Salt, Victuals, and in ſhort, of all fiſhing Tew and Proviſions to be borne upon Adventure according to common Practice in thoſe Caſes, for the Eaſe of his Majeſty, and the Encouragement of the People. This will be better underſtood by a Word or two, concerning the Methods in the Management of the Fiſhery.

The Profit of a Herring Buſs is divided into ſo many Shares, whereof there go about two Thirds to the Adventurers, and the

the rest to the Vessel : The Nets and fishing Geare, the Master and his Mate, with the Sailors, Fishermen, and the Vessel itself are in upon the Adventure of no Purchase no Pay. The Ships Provisions of Victual, Salt and Casks, are furnished upon Adventure too, with the Advantage it may be of 12 *per Cent.* for their Commodities in time of Peace, and twice as much in Time of War, above the Price of the Market, but with this Difference, that the last Adventure is to be paid off upon the Return before the Dividend, without pretending to any other Interest in the Profit of the Voyage. So that his Majesty shall not need to be one Penny more out of Purse than for the Vessel as aforesaid ; save only the Ship's Part towards the Wages of six or seven Land-men, which is so inconsiderable, that after two Voyages they will themselves deal no longer for Wages, but serve upon Adventure.

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This is the very Track of the Affair, and by this Method is retrenched almost the one Half of the present Charge of the Fishery, the Work made easy and profitable in common both to King and People.

The Proportion of Sailors and Fishers for two hundred Busses, will be eighteen hundred or two thousand Men, which will be supplied from our Coasts without any Difficulty, and these two hundred Busses will train up yearly at least twelve hundred Landmen for Sea Service.

And then for Money certainly it will never be wanting, when so small a Matter may advance so great a Work.

What were it for the Clergy to make his Majesty a Present of fifty complete Busses, and delivered without any farther Trouble into his own Ports? which undoubtedly they would never stick at.

Amongst fifty or one hundred of those noble Persons upon whom his Majesty hath showered down his Graces and Bounties, what were it for them to furnish as many more (which in pure Honour and Gratitude they would never refuse ?)

The City of *London* would undoubtedly come in for their *Quota* too ; not only in Acknowledgment of the Honours and Privileges they have received from the Crown, but in Pursuance of their wonted Munificence in favour of all public Undertakings.

So that there remains but fifty Busses more, to be furnished from the whole Nation beside, to make up the Number, which comes to little more than a Vessel a County, one County with another.

This Way would carry the Business thro', and leave no Objection behind of
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any Possibility of ill-husbanding or misapplying the Monies, when the respective Contributors themselves shall have the Management, and ordering of their own Proportions.

This may suffice for an Encouragement to the Fishery, and there wants little now towards the Establishment of it but the settling and setting apart by Act of Parliament a certain Revenue for the repairing of Creeks, Wharfs, Houses and Vessels belonging thereto, to be vested in the King and his Heirs forever, to the Ends and Purposes aforesaid.

In pursuance of my Assertion I am now to make good that the Fishery being duly encouraged and established, will prove the Foundation of an ample and lasting Revenue to the Crown, and of Wealth and Prosperity to the Nation.

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Upon the King's providing Busses, and the settling the small Sum of twenty thousand Pounds a Year for Reparations and Supplies, in Manner as is heretofore expressed, there will accrue to his Majesty a third Part of the Profits of the Fishery in the Right of the Vessels, which upon a very reasonable and hopeful Improvement will amount to a Million and a half yearly, and remain to the Crown forever. This is what I call the Foundation of an ample and lasting Revenue, and which I look upon as a Treasury that will much more than answer all his Majesty's naval Expences whatever. To say nothing of what will be advanced in his Customs by Commodities imported for our Fish in Return.

And I may very well reckon upon it also as a Foundation of Wealth and Prosperity to the Nation ; for I cannot cast my Eye upon any Sort or Condition of People that will not be the better for it, and the Community most of all.

First, It will bring all other Commodities in upon the Truck, which we now pay ready Money for to an inestimable Value.

Secondly, It will ease this Kingdom at least three hundred thousand Pounds a Year in the very Tax to the Poor, by employing all Sorts of People, and turning the great Burthen of this Land into an equal Benefit, which will be in some Measure a repeopling of us too, by adding so many lost Hands to the Service of the Public.

Thirdly, A full Fishery in this one Year would have saved the City of *London* and the Dependencies upon the River of *Thames*, near half a Million perchance in the Price of Coal, for there would never have wanted Seamen to carry on the War and the Colliery together.

It would be endless to run thro' all the Particulars ; How it begets Commerce, fills
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his Majesty's Coffers ; peoples his Dominions, and consequently raises the Price of Land ; enriches the Merchant, both by Exportation and Importation ; and the Tradesman by setting all Hands to work : For it is remarkable, that ten thousand Pounds Adventure in the Fishery, employs more People than fifty thousand Pounds in any other Trade whatsoever, Clothing excepted. It excites Industry, and clears us of Loiterers and Beggars. Infomuch that ordinary Servants make themselves Fortunes by working of Nets at spare Hours, and adventuring them in the Fishery.

Let it not be imagined that I speak all this without Book, for I have my Calculation of the Profit of it, and other Advantages, from Sir *Walter Raleigh*, Sir *John Burrowes*, and many other learned and experienced Authors, who compute the yearly Value at above ten Millions, when the *Dutch* had not half the Number of Busses which now they have.

But

But be the Profit more or less, rather than differ upon that Point, we will cast all our Millions into the Sea again, and yet set up the Fishery, tho' we should trade to loss, for it seems to me of so absolute a Necessity to this Nation, that (humanly speaking) we cannot well or long subsist without it.

If we let our Navigation fall we are lost, and how to support and supply it without the Fishery I do not comprehend; the Man of War and Merchantman consume Seamen, and breed none; the Collier brings up now and then an Apprentice, but still spends more than he makes: The only and the common Nursery of Seamen is the Fishery, where every Buss brings up, it may be six, eight, or ten Men every Year; so that our Fishery is just as necessary to our Navigation, as our Navigation is to our Safety and Well-being; and it is well enough observed, that all Princes and States are stronger or weaker

weaker at Sea according to the Measures of their Fishery.

Nor is it only for the Number of Seamen that we are indebted to the Fishery, but for the Value of them also; for there never were braver Officers in the World than those that have been trained up in that School, as any Man that desires to be better informed may by proper Enquiry easily satisfy himself.

Nay, if they were only to be employed as Pilots, their Services would more than countervail the Charge, for their Business lies where our Danger lies: They know all the Rocks and Shelves, and there is no coasting without them. How many brave Ships have been stranded for want of a pitiful Fisherman aboard to forewarn us of the Danger? Yes, and I have heard it confidently said, that even since this last War with the *Dutch*, a great Part of his Majesty's Fleet Royal had like to have perished upon the same Score. Neither can we pretend

tend so much as to pilot a great Ship out of the River without a Fisherman.

As we can do nothing at Sea without the Fishery, so I am afraid we shall make as ill shift at Land ; for we have a bold Coast, and for want of People upon it to defend it we lie open to a thousand Mischiefs. The Fishery will relieve us in this too, by planting a Trade there, which will draw on Commerce, and consequently repeople and strengthen us. If it be asked, how we have done for Seamen all this while ? I answer, that we have done for Seamen as some People do for Money that have but a Thousand Pound in the World, and play away five hundred of it in a Night, we spend upon the main Stock, and it will never hold out. It has been our Fishery (even poor as it is) that has supported us all this While, and when that dies, a Man may foretel, without the help of an Oracle, that the Glory of *England* will not long outlive it.

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When I speak of the Fishery, I desire to be understood of the Fishery in general, and of Cod and Ling as well as Herring, which is esteemed to be well nigh as gainful too as the other. There is not any Subject perhaps that has been more laboured and to less Purpose than this, and the Reason possibly may be, that we have only taken a Prospect of the Pecuniary Advantages of it, which we may live without, and given no Heed at all to that Consideration of State which makes it of absolute Necessity to our Preservation.

To contract all in a Word; if any Man shall say that I have over-rated the Fishery, and the Influences it would have upon the Prosperity of this Kingdom, let them reply upon Sir *Walter Raleigh*, Sir *John Burrows*, and other Persons of Note, who have studied the Point, and made a particular Deduction of the Value of it.

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Or if I have not sufficiently proved that it lies fairer for us than for the *Dutch*, or not fully answered all material Objections to the contrary, I shall be glad to be better instructed.

Or (the Profit apart) if we can ever be either happy or safe without Navigation; Or maintain that Navigation without a Fishery, and manage it without Pilots, If this may be done, I say all is well: But if not, I may then conclude, that the Fishery is of an absolute and indispensable Necessity to the Well-being both of King and People.



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